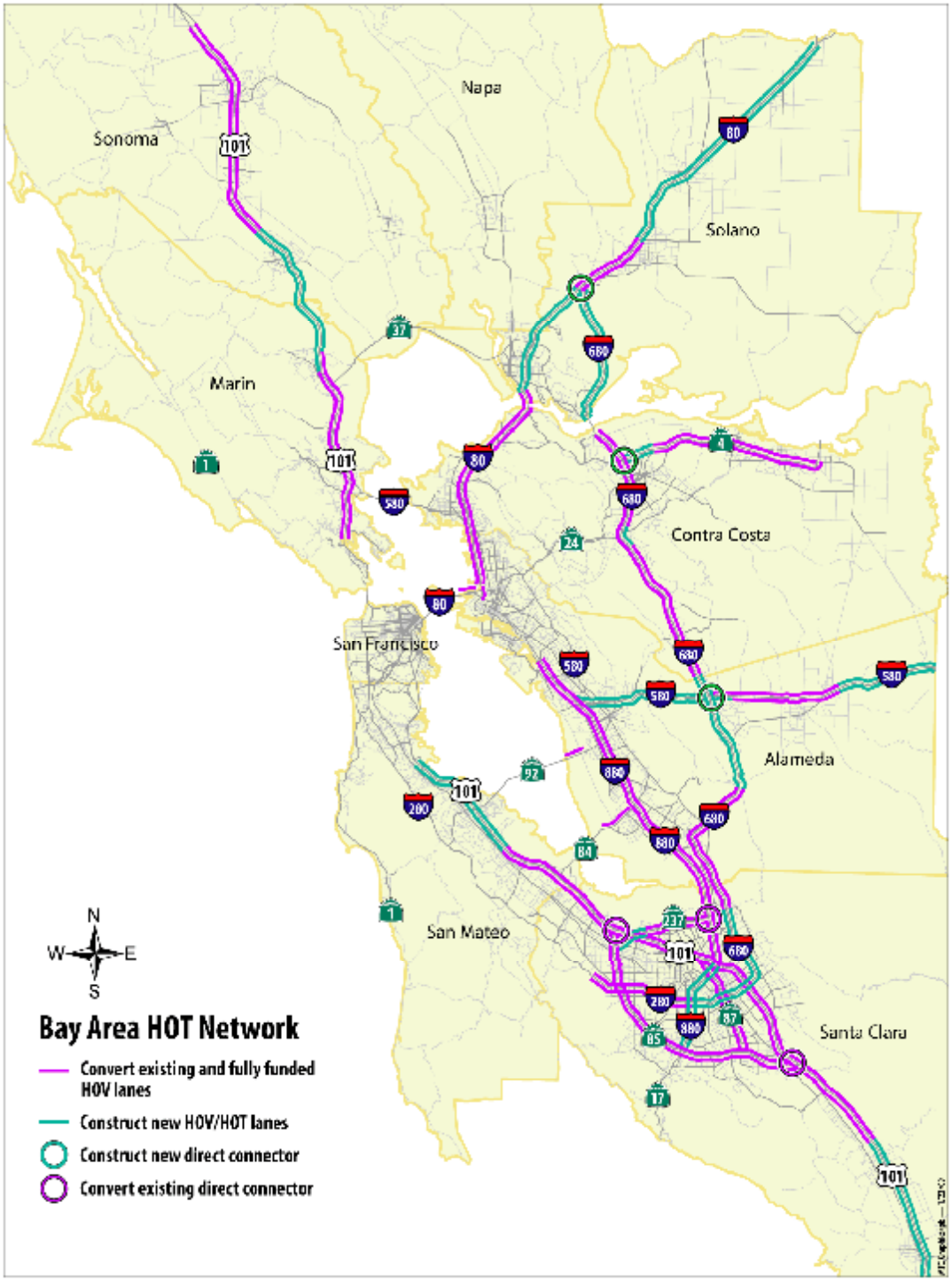
Developing a Regional Express Lane Network

"Top 10" Common Questions:

1. What are Express Lanes?
2. Why a Regional Express Lane Network?
3. What legal authority exists to implement Express Lanes?
4. What will it cost and how much revenue will be generated?
5. **How will toll revenues be spent and who decides?**
6. Why not take a lane where HOV doesn't exist?
7. What will be the impact on carpooling and buses currently operating in HOV lanes?
8. Are Express Lanes equitable?
9. What are some of the benefits of Express Lanes?
10. Where do we go from here?

Bay Area Network

- Limited and purposeful freeway widening
- 800 miles total
- 500 miles conversion (63%)
  - 400 existing
  - 100 fully funded
- 300 miles of new lanes (37%)
  - 60% are “gap closures”
  - 5% increase in freeway mileage
- **Why not take a lane?**
  - Lane configurations inconsistent
  - Concept will be explored where feasible (SM 101)
  - Limited footprint



What will it cost and how much revenue will be generated?

- RTP network revenues were based on planning level financial estimates
- Costs assume Rapid Delivery model

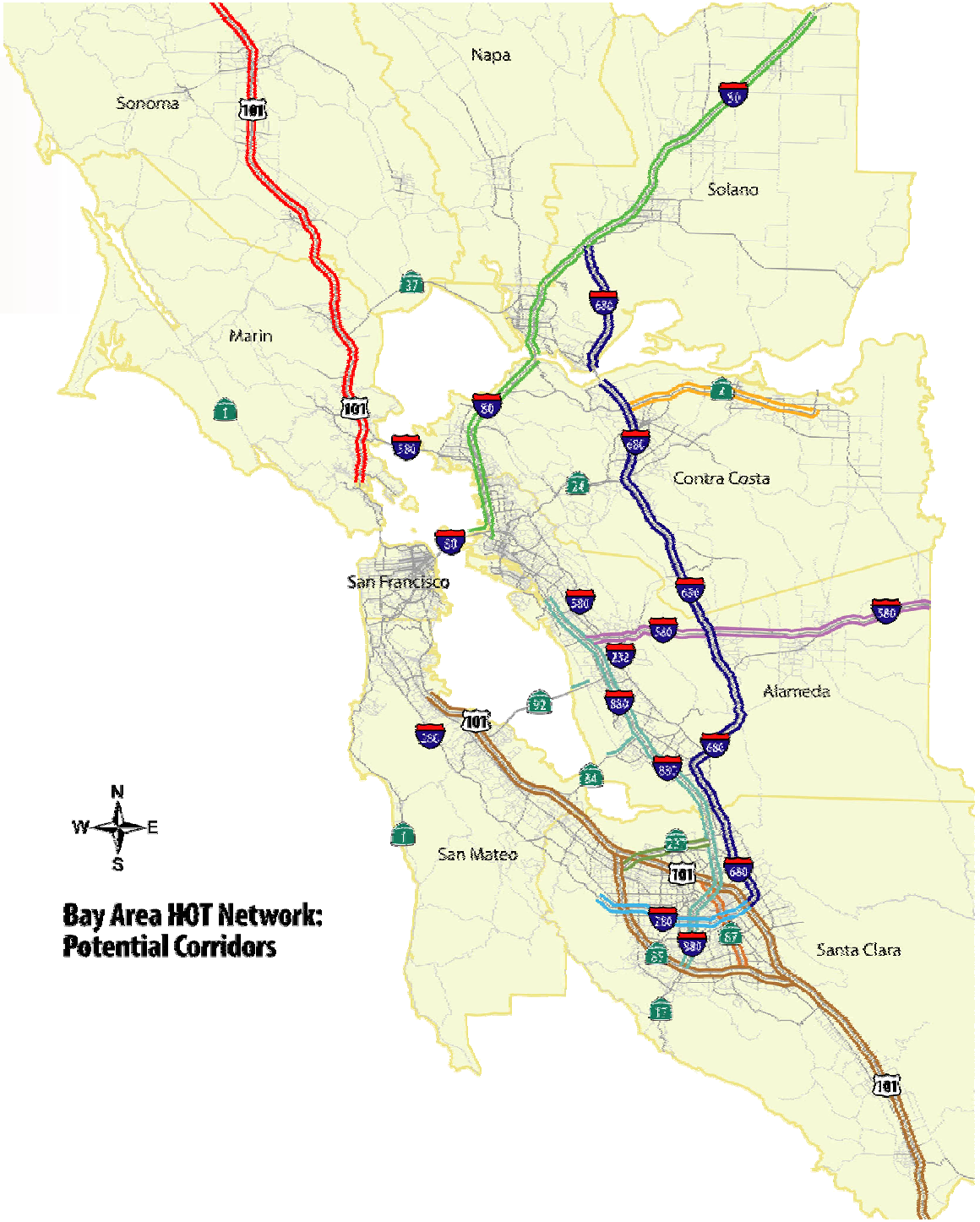
2009 through 2033, escalated

Gross revenue	$13.7 B
Capital cost	$3.7 B
Financing cost	$1.9 B
O&M cost	$2.0 B
Net Revenue	**$6.1 B**

How will toll revenues be spent, and who decides?

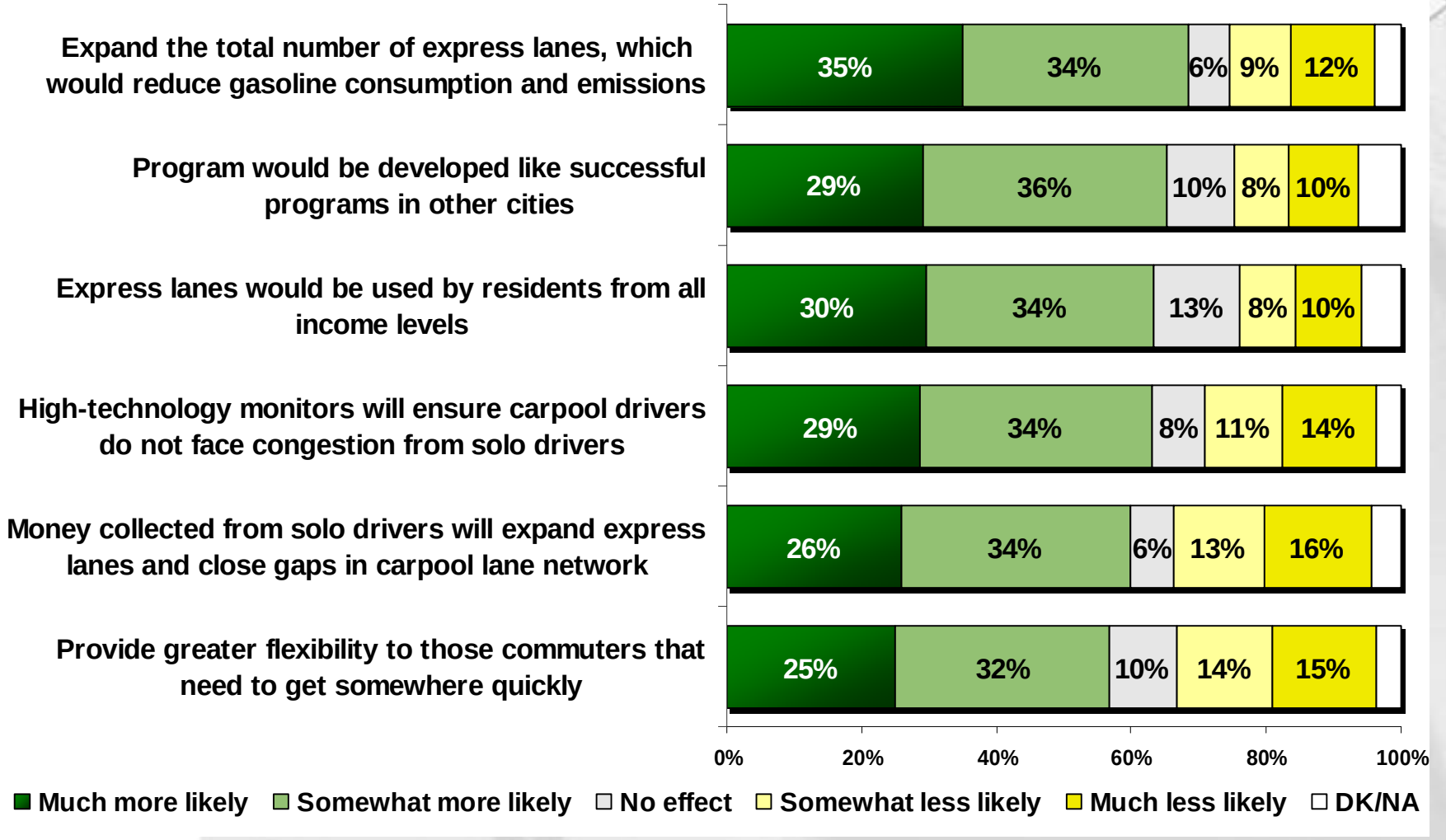
1. Debt service and financing costs for phased network development (BATA)
2. Operations and maintenance of the toll network (BATA)
3. Corridor investments - 95% of net revenues to the corridor where generated - (CWGs)
   - Transit
   - Corridor projects that reduce vehicle emissions and provide cost-effective public transit options

Corridor-based Travel Corridors

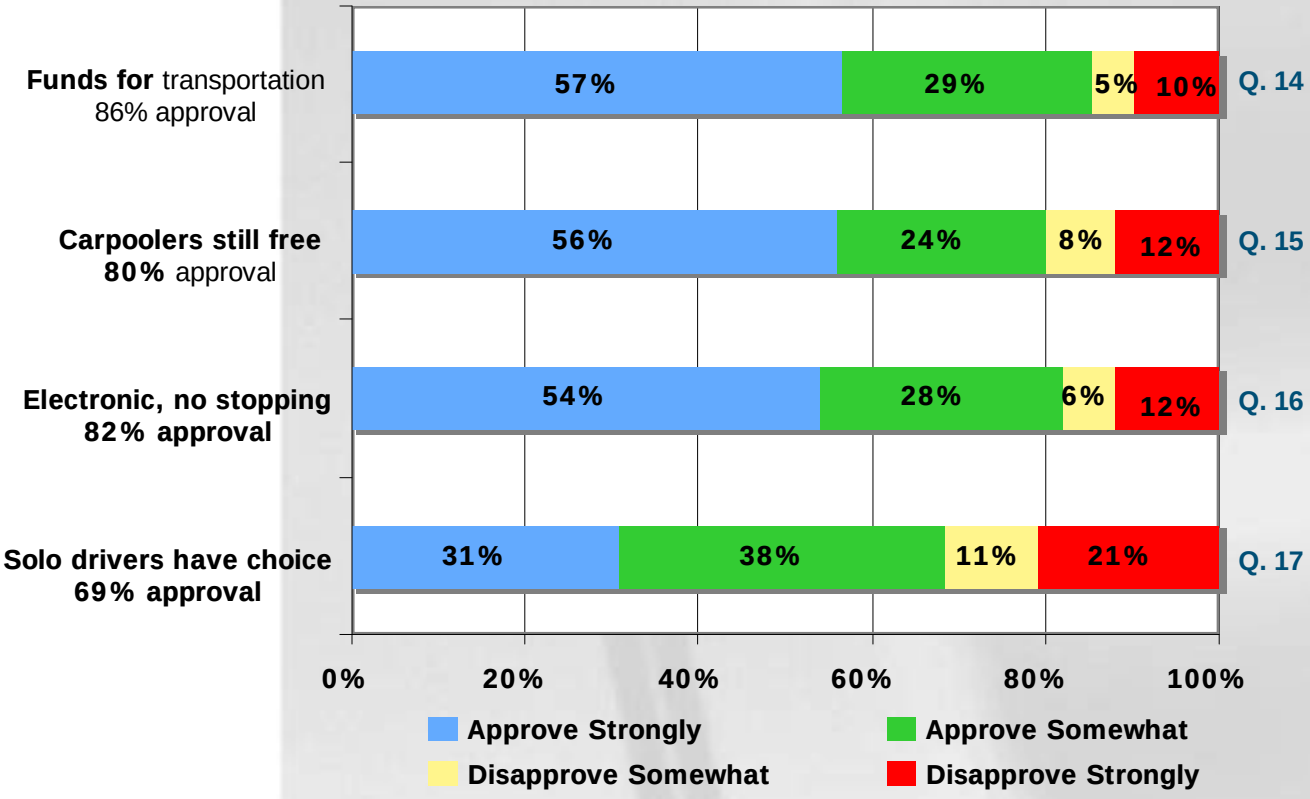


Bay Area HOT Network: Potential Corridors

Influence of Additional Information on Support for HOT Lanes



VTA outreach: What They Liked Best



"Everyone would benefit from the funding of expanded transit services"

– Focus Group Participant

The choice. I'd rather pay $2 to get in the commuter lane than pay $10 for being late to pick my kids up."

– Focus Group Participant